

INDOT 2030 Long Range Transportation Plan

The Planning Process

Overview

This chapter provides an outline of the procedures followed in the development of the INDOT 2030 Long Range Transportation Plan. The Indiana Department of Transportation (INDOT) has established guidelines for its planning process both internally, and through its planning partnership with the Metropolitan Planning Organizations (MPOs). These processes are described in detail in the following text.

The responsibility for the production of a long range plan for INDOT lies with the Long Range Transportation Planning Section of the Office of Urban and Corridor Planning. This effort relies on data, expertise, and input from a wide range of people within INDOT, Federal Highway Administration (FHWA), MPOs, and others. The core function of the Long Range Transportation Planning Section is to identify and strategically address Indiana's long-term transportation needs. Elements within this function include conducting corridor studies, coordinating the state and metropolitan long range plans, and ultimately, producing an INDOT long range plan. Production of a long range plan is a continuous, cooperative, and comprehensive activity.

All state and local transportation planning is subject to FHWA planning regulations. The most recent set of regulations is derived from the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-69. The INDOT long range planning process is consistent with SAFETEA-LU. The values and goals embedded in Section 135(c) of the Federal planning regulations are expressed through the identification of Statewide Planning Factors. These planning factors are listed below.

- Support economic vitality of the United States, the States and metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

INDOT also follows the National Environmental Policy Act (NEPA) in the development of Indiana's transportation planning process. NEPA sets a vision for how the government should work to incorporate

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information on the environmental impact of any Federally funded action is available to public officials and citizens before decisions are made and before actions are taken. Under NEPA, INDOT includes in its planning process environmental, social, as well as economic and technical considerations.

Development of INDOT's Long Range Plan is a continuous process, never truly "completed." The task of updating the Long Range Plan began at the time it was published. Periodically it becomes necessary to provide a formal record of progress and outline a refined long range vision. This document is the latest update of the ever evolving state transportation plan. Other updates will certainly follow over ensuing years.

This planning process is constantly looking for and receiving comments and input from citizens, elected officials and transportation professionals for the next Plan Update. INDOT's Long Range Transportation Planning staff has the responsibility to maintain and update the Long Range Plan. This requires the staff to monitor current transportation conditions and forecast future needs of the State. The use of the Annual Program Development Process (APDP), corridor studies, and technical planning tools are useful methods employed by staff to understand the needs and concerns of the public and the technical demands of the state's transportation network.

Long Range Plan Development Process

The overall statewide transportation planning process is outlined in the following flowchart. The process consists of eight steps, starting with the outreach for public and key transportation stakeholder involvement and ending with the short range programming of specific transportation improvements within the INDOT production schedule. The organization of this transportation plan document reflects the flow of activities outlined in **Figure 2-1**.

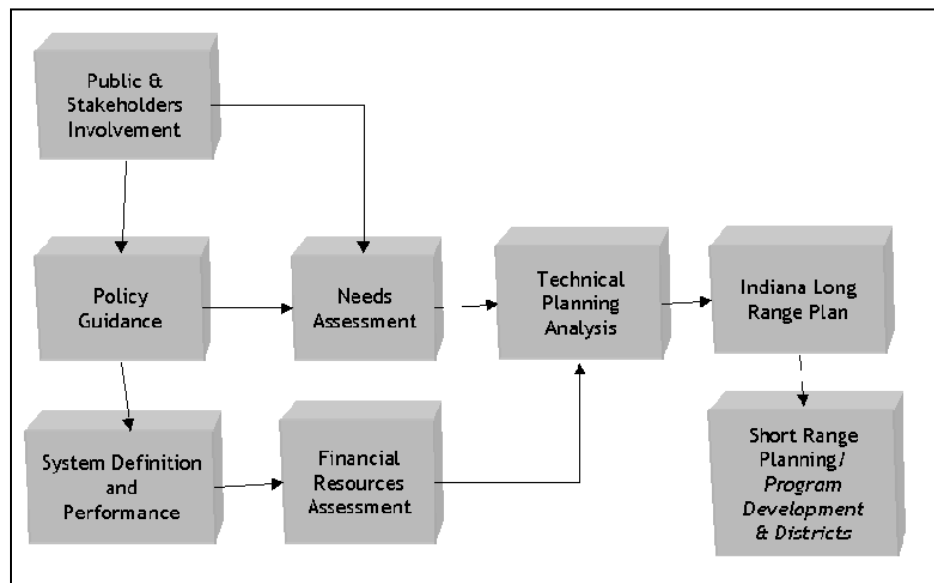


Figure 2-1: Long Range Plan Development Process

Technical Planning Tool Development

In order to develop a statewide long range transportation plan based upon the quantifying of system needs and the prioritization of potential transportation improvements, it was necessary to develop a series of technical planning tools. The Statewide Long Range Multimodal Transportation Plan stated, "INDOT will develop a comprehensive set of planning tools that will allow for system-level analysis of the state transportation system. These tools will

include a geographic transportation information system, multimodal travel demand forecasting capabilities, and methodologies to identify the economic impact of transportation investments.” Following the adoption of the statewide transportation plan, work began on the development of a comprehensive set of statewide and corridor level planning tools. Technical planning tools developed since then include:

- TransCAD based Statewide Travel Demand Model and Geographic Information System
- Major Corridor Investment Benefit Analysis System (MCIBAS)
- Corridor Travel Demand Analysis
- Benefit/Cost Analysis Framework
- User Benefit Analysis---(NET_BC)
- Economic Impact Modules (Business Attraction, Business Expansion, Tourism)
- REMI Economic Simulation Model
- Highway Economic Requirements System-State Version (HERS-ST)
- INDOT Management Systems (Coordination with pavement, bridge, public transportation, intermodal, congestion and safety management systems)

The development of the transportation planning tools was initiated in the Intermodal Management System Project. This project provided for the development of a statewide geographic information system (GIS) which could display several modal transportation networks (e.g. highway and rail systems) plus a variety of transportation hubs and intermodal transfer facilities (e.g. airports, inter-city train and bus stations, rail/truck terminals, port facilities). The TransCAD GIS incorporated a routing system that allows the display of highway attribute information (number of lanes, functional classification, and average daily traffic, etc.) from the INDOT highway inventory file. This connection provided for the development of a statewide travel demand model. The Intermodal Management System incorporated a TransCAD based commodity flow model developed by Indiana University for the analysis of statewide freight movements.

Major Corridor Investment Benefit Analysis System (MCIBAS)

The Major Corridor Investment Benefit Analysis System (MCIBAS) provided for the development of an economic analysis tool linked to the statewide travel demand model. The MCIBAS project included the analysis of three Commerce Corridors identified for additional study in the 1995 Statewide Plan. These were:

- US 31 from Indianapolis to South Bend
- The Southwest Indiana Highway from Evansville to Bloomington
- SR 26 / US 35 from I-65 (Lafayette) to I-69

The MCIBAS process uses the statewide travel demand model to measure the direct impacts of a major highway system improvement on existing and future traffic volumes, speeds, and distances. The travel demand model estimates the impacts on the performance of the transportation system in terms of aggregate measures such as vehicle miles of travel and vehicle hours of travel. The travel demand model output is converted into a user benefit/cost analysis of the feasibility of the major corridor improvement by the NET_BC post-processor program. This program converts the travel demand impacts by estimating the dollar value of travel time, travel cost, and safety benefits (reduced accident cost). Estimates of project costs are included to allow the estimation of traditional user benefit/cost.

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In addition to the traditional user based benefit/cost analysis process, the statewide plan also recognized the need to account for other, external forms of benefit in terms of the economic development impacts a proposed highway improvement generates due to increasing transportation accessibility. To account for these impacts, the MCIBAS process provides for the economic impact analysis of the economic benefits. These impacts are:

- The expansion of existing businesses in the corridor study area resulting from the improved transportation system (increased accessibility for a larger market area and increased speeds, lowering the cost of delivering goods and services).
- The attraction of new business into the study area due to the higher transportation accessibility and lower business costs derived from an improved transportation system.
- The attraction of increased tourism business due to increased market area and higher accessibility.

The REMI Economic Forecasting and Simulation Model uses the direct economic benefits estimated by the three economic assessments listed above and forecasts the total (direct and secondary) employment, business output, income, and population changes due to the transportation improvements.

The benefit/cost analysis evaluation estimates the net present value of the project. The analysis takes the total disposable income changes forecast by the REMI model, in addition to the total cost and non-business (personal time and safety) benefit data and calculates the benefit/cost ratios for the potential transportation improvements.

Highway Economic Requirements System – State Version (HERS-ST)

The Highway Economics Requirement System – State Version (HERS-ST) is a highway investment/performance computer model that considers engineering and economic concepts and principles in determining the impact of alternative highway investment levels and program structures on highway condition, performance, and user impacts. The statewide analysis for added travel lanes and the relative priority for the additional capacity projects are estimated by the needs analysis program, the HERS-ST. This needs analysis program was developed by the Federal Highway Administration for national analysis using Highway Performance Monitoring System (HPMS) sample data. The HERS-ST program uses a total system analysis which is allowed by the TransCAD GIS and linked to the INDOT road inventory database. In addition, future travel demand forecasts are obtained from the statewide travel demand model for estimating travel growth. The HERS-ST model provides an identification of needed added travel lane projects by economic analysis using a system-wide benefit/cost analysis procedure. Projects are prioritized into improvement phases based upon the forecasted growth of traffic (2006 to 2030) and the resulting benefits generated from implementing potential roadway widening projects. HERS-ST incorporates a project cost estimating routine based upon number of added travel lanes and roadway functional classification.

Coordination with INDOT Management Systems

The development of the TransCAD Geographic Information System and the routing system allows the display of highway attribute information (number of lanes, functional classification, and average daily traffic, etc.) from the INDOT highway inventory file, and provides the basic analysis tool for the INDOT congestion and safety management systems. Common analysis procedures, such as the measurement of highway capacity, are coordinated between the statewide planning and congestion management systems to ensure compatibility. Proposed highway improvements for added travel lanes are evaluated with the proposed pavement rehabilitation projects from the pavement management system to identify opportunities to construct widening improvements at the same time traffic is disrupted by pavement projects.

TEA-21 Statewide Planning Factors

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required states to develop and periodically update statewide transportation plans. These requirements have been continued to the current Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as signed into law on August 10, 2005. [23 USC 135(c)] prescribes a series of factors that each state's planning process should consider as well as the identification of basic plan components. This section outlines these factors and provides a discussion of how they are being considered in the Indiana statewide transportation planning process.

1. *Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.*

The INDOT statewide transportation planning process supports the expansion and development of the state's economy. The statewide transportation planning process has developed the Major Corridor Investment Benefit Analysis System (MCIBAS). The MCIBAS project included the analysis of three Commerce Corridors identified for additional study in the 1995 Statewide Plan. These were: (1) US 31 from Indianapolis to South Bend, (2) The Southwest Indiana Highway from Evansville to Bloomington, and (3) SR 26/US 35 from I-65 (Lafayette) to I-69. The MCIBAS process uses the statewide travel demand model to measure the direct impacts of a major highway system improvement on existing and future traffic volumes, speeds, and distances. In addition to the traditional user based benefit/cost analysis process, the 1995 Statewide Plan also recognized the need to account for other forms of benefit in terms of the economic development impacts a proposed highway improvement generates due to increasing transportation accessibility. To account for these impacts, the MCIBAS process provides for the economic impact analysis of the economic benefits. These impacts are: (1) The expansion of existing businesses in the corridor study area resulting from the improved transportation system (increased accessibility for a larger market area and increased speeds, lowering the cost of delivering goods and services), (2) The attraction of new businesses into the study area due to the higher transportation accessibility and lower business costs derived from an improved transportation system, and (3) The attraction of increased tourism business due to increased market area and higher accessibility. The REMI Economic Forecasting and Simulation Model uses the direct economic benefits estimated by the three economic assessments listed above and forecasts the total (direct and secondary) employment, business output, income, and population changes due to the transportation improvements.

2. *Increase the safety of the transportation system for motorized and nonmotorized users.*

In 2006 Indiana developed the Strategic Highway Safety Plan (SHSP), a comprehensive approach to reducing traffic crash injuries and deaths through coordinated engineering, education, enforcement, and emergency response. Partners in developing the plan included eight state agencies, federal transportation agencies, and traffic safety advocacy groups.

The entire document can be found at: <http://www.in.gov/dot/div/communications/safetyplan/shsp.pdf>.

Highway infrastructure projects are identified in Indiana's Highway Safety Improvement Program (HSIP). Population of the safety program of infrastructure projects by the INDOT Office of Roadway Safety and Mobility (ORSM) began with a screening of existing projects using safety criteria of INDOT's schedule of State system projects. Projects were excluded if they had a cost over \$5-million or if development had completed the "ready for contracts" stage. The projects were then scored upon nine criteria:

- a. Safety, based upon nominal safety calculations using a minimum of 3 years of crash history;
- b. Congestion, based upon a basic load/carry highway capacity calculation;
- c. Standards, based upon compliance with current INDOT design standards;
- d. Value, based upon cost effectiveness review by engineering staff;
- e. Road Class, based upon route system classification;
- f. INDOT district preference, based upon engineering judgment;

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- g. Public interest, based upon support from State or local elected officials and the public;
- h. System coordination, based upon the projects relation to other projects;
- i. Project development stage, based upon how close to completion the project is in development.

This analysis established INDOT's first HSIP, providing an initial schedule of highway safety improvement projects for hazard correction or prevention for funding under 23 U.S.C. § 148. The schedule of projects is to be updated annually, with every new candidate project receiving screening, evaluation, and analysis before inclusion in the schedule. For candidate projects proposed after the approval of the SHSP, the ninth criteria will be changed to "Strategic priority, based upon if a project specifically addresses or contributes to a SHSP emphasis area strategy."

Fundamental to the long-term success of the SHSP, the core disciplines of the 4Es need the support of three additional Es, Exemplary Leaders, Effective Laws, and Evaluation. To that end, each strategy development team will report quarterly to their respective discipline team leader with a summary of the activities and progress in carrying out the strategy. The discipline team leaders and working group champion will prepare a progress report for the executive Safety Leadership Team twice a year with an evaluation and update on strategies.

3. Increase the security of the transportation system for motorized and non-motorized users.

In 2005 the Indiana Department of Homeland Security (IDHS) was created by consolidating the state's emergency management and homeland security efforts into one department. In early 2006 the IDHS released Indiana Strategy for Homeland Security, a document outlining efforts to assess, plan, implement, evaluate, and refine strategies to address potential threats to our security. The Indiana Department of Transportation is a stakeholder and planning partner in this effort and continues to work with IDHS in the Vision, Mission, and Strategies outlined in the 2006 report. A complete copy of the document is available on the IDHS website at http://www.in.gov/dhs/strategic_plan.pdf. The Indiana Strategy for Homeland Security has the following strategic goals:

- Teamwork – Enhance coordination between homeland security partners and integrate all disciplines.
- Planning and Risk Analysis – Develop requirements-based and capabilities-based, statewide, and comprehensive plans to address natural and man-made hazards.
- Protect – Reduce the risk to Indiana's critical infrastructure.
- Outreach and Engagement – Engage and educate the public and media on homeland security issues.
- Training and Exercise – Establish world-class training and exercise facilities, curriculum and networks.
- Response – Promote and optimize coordination of disaster responses.
- Medical – Establish an effective disaster medical capability.
- Economic Security – Promote economic security through partnerships and the development of homeland security innovations.

Security is also addressed in each of the transportation modes, as described in Chapter 4, Multimodal Coordination.

4. Increase the accessibility and mobility options available to people and freight.

The statewide planning process considers the long range needs of the state transportation system in terms of increasing the accessibility and mobility options available to people and for freight. The policy planning elements making up the Statewide Plan identify the development of modal and intermodal strategies to increase mobility options for people and freight movements. The Intermodal Management System provides for the development of a multimodal transportation system. The efficient movement of commercial vehicles is an underlying consideration in the normal selection and development process for highway transportation improvements. Project design data in the form of the amount and composition of truck traffic is typically considered in the project development process. In addition to these typical procedures that enhance commercial vehicle movement, INDOT has conducted research studies on the identification of commodity flows typically carried by commercial

vehicles. The Commodity Flow Model Study conducted by the Indiana University Transportation Research Study has assigned the volume of specific commodity movements to a statewide network of highway facilities. Commercial vehicle flows were obtained by applying a model which allocates commodity flows by weight into number of commercial vehicles. The resulting commercial vehicle trips are then used in the statewide travel demand model to estimate truck trips. This information was used to refine the statewide mobility corridor network.

5. *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*

The overall social, economic and environmental effects of transportation investment decisions are considered by the Indiana Department of Transportation in accordance with the National Environmental Policy Act (NEPA) guidelines. INDOT in cooperation with FHWA has developed an Environmental Streamlining Procedure which provides for planning studies at the corridor level to be conducted as environmental assessments under the NEPA process. It is anticipated that the environmental streamlining process will reduce a project's development time by avoiding potential duplication of planning studies being redone under NEPA procedures. Planning tools currently under development by INDOT, coupled with management systems information, will provide an opportunity to measure the effects of investment decisions on a larger scale for long range multimodal systems planning and development programs. INDOT will also continue to work closely with the Indiana Department of Environmental Management, the Indiana Department of Natural Resources and other government agencies in the development of long range transportation plans and projects.

6. *Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.*

The statewide transportation planning process explicitly considers the connectivity between metropolitan planning areas both within the state and in adjacent states. The connectivity between metropolitan planning areas is a central element of the highway classification effort for the state mobility corridors and builds upon the functional system reclassification work and identification of routes for the National Highway System. Multimodal planning connectivity between metropolitan planning areas has been addressed in the modal transportation system plans and in the Indiana Department of Transportation's Intermodal Management System. The identification of major intermodal facilities of both national and statewide significance was conducted in conjunction with the identification of intermodal connector routes. This effort provided Indiana's component for the development of the NHS Intermodal connectors.

7. *Promote efficient system management and operation.*

INDOT is continuing the development of management programs intended to maximize the efficient use of the existing transportation system. The major elements in these four systems analysis and planning work are:

- a. Pavement Management System;
- b. Bridge Management System;
- c. Congestion Management System;
- d. Safety Management System.

The four management systems supported by INDOT's Office of Systems Analysis and Planning identifies projects and programs to increase the efficient use of existing transportation facilities. Highway projects, transit projects and associated programs are programmed for implementation in the Indiana Statewide Transportation Improvement Program.

8. *Emphasize the preservation of the existing transportation system.*

INDOT places a high priority on the preservation of its existing transportation system as demonstrated by the investment of resources in preservation activities. System preservation strategies will be developed, implemented

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and evaluated through the: (1) Pavement Management System, (2) Bridge Management System, (3) Congestion Management System and (4) Safety Management System. A high priority has been placed on the coordination of preservation improvements with expansion improvements to minimize the delay to the traveling public.

In addition, INDOT considers the transportation needs of non-metropolitan areas (areas outside of Metropolitan Planning Organization planning boundaries) through a process that includes consultation with local elected officials with jurisdiction over transportation. The Indiana Department of Transportation is responsible for transportation planning outside of the state's Metropolitan Planning Areas according to Federal regulations. The INDOT District Offices have the lead role for conducting transportation planning in rural areas. This process includes frequent contacts and consultation with local officials. To facilitate the state's partnership process, a series of district public involvement meetings are held annually to ensure full participation of local elected officials, interest groups, and the general public in the project and development process.

Annual Program Development Process

The Annual Program Development Process (APDP) is a comprehensive set of procedures for project development on the INDOT state highway jurisdictional system. The APDP process provides the mechanism for new added capacity projects to be considered for inclusion in the INDOT 2030 Transportation Plan. The APDP consists of six stages as described as follows:

Stage I: Call for New State Projects and Program Revisions:

The Annual Program Development Process begins at Stage I where proposals for new state projects are presented, reviewed, prioritized and, if approved, programmed. The annual call for projects is not restrictive. The input from the process is used for both programming and long range planning. The call for projects also provides an opportunity for agencies outside of INDOT to comment on the existing program.

The INDOT Urban and MPO Section begins the APDP process by securing from the INDOT Division of Budget and Fiscal Management a ten-year, fiscal year-to-fiscal year budget estimate of anticipated federal and state revenues. The budget estimate is used to ensure that the final *Indiana Statewide Transportation Improvement Program* is fiscally constrained.

After a budget estimate has been established, the Urban and MPO Section issues a formal "Call for New Projects" to all INDOT District Offices, other INDOT Divisions, the MPOs and other agencies outside of INDOT. The parties are asked to review summary of the state projects under development and submit any new proposed projects on the state's jurisdictional system.

The District Offices will work with the Office of Urban and Corridor Planning to arrange an "early consultation meeting" in each district. This will include the District, MPOs, Office of Urban and Corridor Planning, Multi-modal Transportation, Environment, Planning and Engineering, the Route Transfer Specialists, the ITS Program Engineer, local elected officials, special interest groups, RPOs and other interested parties. The districts will lead the process of establishing contacts, arranging meeting particulars and hosting meetings. Based on the results of the consultation meeting, each district will then submit its proposed prioritized list of district area projects to the Urban and MPO Section.

Stage II: Statewide Review and Program Update:

The purpose of Stage II of the Annual Program Development Process is to review recommendations from the Districts, Divisions, MPOs and the Local Public Agencies (LPAs), validate needs and costs, prioritize projects statewide and add projects to the program. The process is one which the District priorities and project recommendations are modified to fit a statewide program. Such modifications are based on need, project categories and agency priorities.

Projects which add capacity to the state jurisdictional highway system (added travel lanes, new roadway construction, major interchange modifications and new interchanges) are reviewed by the Long Range Transportation Planning Section relative to the INDOT 2030 Transportation Plan. Projects with adequate planning support in conformance with the transportation plan are recommended for advancement.

Stage III: Full Project Listing and Directory of State Projects:

Stage III of the Annual Program Development Process involves the production of a document reflecting a forecast of all statewide projects, both expansion and preservation, that are currently under development. This Directory of Highway Projects is simply an updated list of all state projects currently under development at INDOT. At this stage, the directory assumes no budget restrictions and is intended to provide a convenient means to reference the contents of the INDOT production schedule. Projects that have been added since the last publication of the directory are noted as such.

Stage IV: Draft INSTIP Development:

Stage IV of the Annual Program Development Process involves the production of a draft Statewide Transportation Improvement Program (INSTIP). The INSTIP is a fiscally constrained forecast of INDOT statewide projects for federal aid obligations during the next four years.

Stage V: INSTIP Development and Coordination with MPO TIPS:

Stage V of the Annual Program Development Process concentrates on the consultation process with the MPOs and coordination with the MPO in their own Transportation Improvement Program (TIP) development process. The first step in this process requires the Urban and MPO Section to provide a draft, fiscally constrained list of transportation projects to the MPOs for review and comment and to ascertain the effects of fiscal constraint in terms of obligations and project conflicts.

Based upon consultations with MPOs, the Urban and MPO Section then modifies the draft, constrained list as appropriate or, as necessary. The modified list is then referred to as the “agreed-to list” of INDOT highway projects for the first three years of the next INSTIP. The final fiscally-constrained, agreed-to list of state highway projects is then used by the MPOs in the development of their Transportation Improvement Programs (TIPS). Draft MPO TIP documents are submitted to INDOT, the FHWA and the FTA for review and approval.

Stage VI: INSTIP Publication:

In stage VI of the Annual Program Development Process the draft INSTIP containing the fiscally constrained, agreed-to list of projects is published and distributed. The draft INSTIP is then presented to the public for review and comment at the annual meetings that are conducted in each of the six INDOT Districts (the District Meetings). Input is then solicited from the Districts and the MPOs regarding any significant changes to the document resulting from public review and comment. The end product from this activity is the final, draft INSTIP with public review and input. Comments received at the INSTIP meetings are then summarized in the INSTIP document, accompanied with a response to the comments.

The draft INSTIP is then submitted to the Federal Highway Administration and the Federal Transit Administration for review and comment. Upon approval from those agencies, the INSTIP is published as a final document and distributed to the Districts, the MPOs, the State Library, the INDOT Executive Office, the FHWA, the FTA and those INDOT divisions requesting the INSTIP, as budget permits. An electronic version of the INSTIP is also located on the INDOT website. Transportation projects listed in the first three fiscal years of the INSTIP will be considered committed projects. Federal funding can only be obligated for the committed projects as listed in the approved INSTIP document.

The annual meetings that are conducted in each of the six INDOT Districts (the District Meetings described above) also provide the opportunity for information on the status of the INDOT 2030 Transportation Plan to be

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presented to the public for review and comment. The Long Range Transportation Planning Section participates in these annual meetings and provides information relative to any plan updates and amendments to the INDOT 2030 Transportation Plan.

Metropolitan Planning Organization (MPO) Planning

Metropolitan Planning Organizations (MPOs) play a vital role in the planning and development of transportation projects and services throughout the urbanized areas of Indiana. Together with the INDOT District Offices, they serve as primary sources of local input and as fundamental cooperating partners in the multimodal planning and program implementation process.

Indiana's Metropolitan Planning Organizations have jurisdictional responsibility for transportation planning in fourteen urbanized areas. Urbanized areas are defined by the U.S. Bureau of the Census as centers with populations equal to or greater than 50,000 people. By virtue of their function as major economic centers of the state, a great deal of Indiana's transportation activity occurs in and around these urbanized areas.

Anderson Urbanized Area

The Anderson metropolitan planning area (MPA) encompasses all of Madison County and includes the Town of Daleville in Delaware County. The Madison County Council of Governments (MCCOG) is the designated Metropolitan Planning Organization for transportation planning in the urbanized area. The organization is governed by the twelve-member Madison County Council of Governments Policy Committee that acts as the official MPO and represents the Cities of Anderson, Elwood and Alexandria, and the Town of Pendleton. The MPO Technical Advisory Committee makes recommendations to the Policy Committee and provides the necessary technical input to shape policies into practical actions. MCCOG formally adopted its current 2030 transportation plan in 2005.

Bloomington Urbanized Area

The City of Bloomington Planning Department initiated an area-wide Long Range Transportation and Land Use Study in 1978 in anticipation of the fact that the population of the Bloomington Urbanized Area would exceed 50,000 persons with the 1980 Census. The Bloomington Area Transportation Study (BATS) was formed to coordinate the study, and in 1982 became the designated Metropolitan Planning Organization. This process culminated in June 1984 with the completion of the Year 2000 Staging Program, and Policy Committee adoption of the collective study products as the area's long range transportation plan. The metropolitan planning area covers central Monroe County. BATS formally adopted its 2030 transportation plan in 2005.

Columbus Urbanized Area

One of Indiana's newest metropolitan areas resulting from the 2000 census, the Columbus Area Metropolitan Planning Organization (CAMPO) was designated in 2004. It encompasses all of Bartholomew County and the Town of Edinburgh in Johnson County. CAMPO formally adopted its 2030 transportation plan in 2005.

Evansville Urbanized Area

The Evansville Urban Transportation Study (EUTS) was created in October 1969 as the planning agency responsible for conducting the 3-C planning process within the Evansville urbanized area. Until its dissolution in 1985, EUTS had been associated with the Southwest Indiana Kentucky Regional Council of Governments (SWIKRCOG). After SWIKRCOG dissolved, EUTS continued on as an independent transportation planning agency and was designated as the MPO for the Evansville urbanized area in 1986. On April 6, 2006, EUTS formally changed its name to the Evansville Metropolitan Planning Organization (EMPO) and the organization became an independent, stand-alone agency. The EUTS Metropolitan Planning Area consists of Henderson County, in Kentucky; Vanderburgh, Warrick and a small section of eastern Posey Counties in Indiana. The

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EMPO updated twenty-five year Long Range Transportation Plan which extends the planning horizon out to the year 2030 was formally adopted by its Policy Committee in December of 2003. EMPO intends to update its plan to a 2035 planning horizon and meet the requirements of the new SAFETEA-LU by June 30, 2007.

Vanderburgh County and a small portion of Warrick County had been formerly designated as a “marginal” non-attainment area under the EPA’s 1-hour ozone standard and have since been re-designated as an “attainment” area subject to the 1-hour ozone maintenance requirements. Effective June 15, 2005, The EPA established new, 8-hour standards, effectively replacing the former 1-hour ozone standard. Vanderburgh and Warrick Counties had originally been designated by the EPA as non-attainment areas under that new 8-hour ozone standard but that designation has since been upgraded to a maintenance area for the 8-hour ozone standard.

Vanderburgh, Warrick, and Dubois Counties, and certain identified townships within Gibson, Spencer, and Pike Counties were designated as non-attainment by the EPA for the PM 2.5 (particulate matter) standard. The term “donut area” refers to an area surrounding an urbanized area. While the area remains rural, its proximity to the non-attaining urban area warrants its inclusion into the non-attainment areas. EMPO has published a draft conformity finding for its 2035 Long Range Plan update and in consultation and coordination with INDOT, for the donut counties and townships adjacent to the EMPO metropolitan planning area.

Fort Wayne Urbanized Area

The Fort Wayne metropolitan planning area occupies nearly all of western and central Allen County. The Northeastern Indiana Regional Coordinating Council (NIRCC) is the designated Metropolitan Planning Organization for transportation planning in the cities of Fort Wayne and New Haven, the towns of Grabill and Hometown, and much of unincorporated Allen County. NIRCC is also designated to perform general purpose regional planning for Adams, Allen, DeKalb and Wells counties. The Urban Transportation Advisory Board (UTAB) was established to advise NIRCC on matters of policy and to act as the urbanized area Policy Committee. The Transportation Technical Committee and Transit Planning Committee make recommendations to the UTAB and provide the necessary technical input required to shape policies into practical actions. NIRCC formally adopted its 2030 transportation plan in 2005.

Indianapolis Urbanized Area

The Department of Metropolitan Development, Division of Planning of the City of Indianapolis is the designated Metropolitan Planning Organization for the Indianapolis urbanized area. Their area includes Marion County and the urbanized portions of Boone, Hamilton, Hancock, Hendricks, Johnson, and Morgan counties. The MPO serves the cities of Beech Grove, Carmel, Greenwood, Indianapolis, Lawrence, and Southport. It also serves the towns of Avon, Brownsburg, Cumberland, Fishers, New Whiteland, Plainfield, Speedway, Westfield, Whiteland and Zionsville. The Metropolitan Development Commission serves as the policy body of the MPO. The Indianapolis Regional Transportation Council (IRTC) acts as the advisory forum to the MPO.

The Indianapolis area was designated as a “marginal” ozone non-attainment area by the U.S. Environmental Protection Agency (EPA). The area has been redesignated as being in attainment for ozone and received official approval of that request in December 1994 and as such, is currently a maintenance area for ozone. The product of the Indianapolis long range transportation plan update is the regional transportation plan. The Indianapolis 2030 plan update was formally adopted by the Indianapolis Metropolitan Development Commission (MDC) on June 1, 2005.

Kokomo-Howard County Urbanized Area

The Kokomo-Howard County Governmental Coordinating Council (KHCGCC) was established in 1981 and designated the Metropolitan Planning Organization for the Kokomo Urbanized Area in March 1982. The planning area covers central Howard County. Kokomo has met air quality requirements set forth by the U.S. Environmental Protection Agency. In 2005, KHCGCC formally adopted a revised transportation plan that extends to the year 2030.

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Lafayette Urbanized Area

The Tippecanoe County Area Plan Commission (TCAPC) is the designated Metropolitan Planning Organization for the cities of Lafayette and West Lafayette, the towns of Battle Ground and Dayton, and the majority of Tippecanoe County. The Area Plan Commission conducts a wide range of transportation planning studies for Tippecanoe County including the long range transportation plan, corridor studies, traffic studies, transportation systems management, and the Transportation Improvement Program. The TCAPC completed and adopted its 2030 Long Range Transportation Plan in 2006.

Louisville Urbanized Area

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the designated Metropolitan Planning Organization for the Louisville urbanized area. The metropolitan planning area covers the bi-state Louisville area, including Clark and Floyd counties in Indiana. The KIPDA long range transportation plan, known as Regional Mobility, is intended to serve as a tool for planning and implementing a transportation system which responds to the mobility needs of the community, produces proactive programs, enhances the quality of life of the area, and demonstrates compliance with the federal regulations and mandates under which this plan was developed. Regional Mobility was published and adopted in the fall of 1993. Clark and Floyd counties have been designated as a “moderate” ozone non-attainment area by the U.S. Environmental Protection Agency. KIPDA adopted a 2030 transportation plan in 2005.

Muncie Urbanized Area

The Muncie metropolitan planning area is located in central Delaware County. The Delaware-Muncie Metropolitan Plan Commission (DMMPC) is the designated Metropolitan Planning Organization for transportation planning in the area. The Administrative Committee, whose membership includes decision-makers from the City of Muncie, the towns of Selma and Yorktown, and Delaware County, formulates local transportation policies as the Policy Committee. The Technical Advisory Committee makes recommendations to the Administrative Committee and provides the necessary technical input to shape policies into practical actions. DMMPC formally adopted its 2030 transportation plan in 2005.

Northwest Indiana Urbanized Area

The Northwestern Indiana Regional Planning Commission (NIRPC) is one of two MPOs serving the Chicago urbanized area. The other is the Chicago Area Transportation Study (CATS). In 1966, the Lake-Porter County Regional Transportation and Planning Commission was formed for the purpose of conducting a regional transportation planning process in the two counties in response to a new federal initiative. Its creation was the result of 1965 State enabling legislation that allowed for the formation of such Commissions. The State Legislation was amended in 1971 to provide for expansion of the Commission into other counties, and in 1973 to expand the membership. The name was changed to the Northwestern Indiana Regional Planning Commission (NIRPC) in 1973 and Metropolitan Planning Organization designation was received in 1975. LaPorte County was formally added into the MPO planning boundary in 1994. NIRPC also staffs the Little Calumet River Basin Development Commission, the Kankakee River Basin Commission and the Marina Development Commission. The NIRPC urbanized area has been designated as a “severe” ozone non-attainment area by the U.S. Environmental Protection Agency. NIRPC has a 2030 transportation plan that was adopted in 2005.

Ohio Kentucky Indiana Regional Council of Governments (OKI)

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) makes up the Cincinnati metropolitan area which encompasses eight counties within the tri-state region. Dearborn County, Indiana, and its cities of Lawrenceburg, Aurora and Greendale are included OKI’s metropolitan planning area. The OKI 2030 Long Range Transportation Plan was adopted in 2004.

South Bend and Elkhart Urbanized Areas

The Michiana Area Council of Governments (MACOG) and the Southwestern Michigan Commission (SMC) are the regional agencies conducting transportation planning activities in the Michiana area. MACOG is the designated Metropolitan Planning Organization responsible for the Indiana portion of the South Bend and Elkhart Urbanized Areas while the SMC provides technical and planning assistance to the Michigan portion of the South Bend Urbanized Area. A Bi-State Coordination committee serves to unify the planning efforts of the MACOG and the SMC. MACOG serves as the office of record for the Bi-State organization. The area was designated as a “marginal” ozone non-attainment area by the U.S. Environmental Protection Agency (EPA). The area has since been redesignated as in attainment for ozone and as such, is currently a maintenance area for ozone. MACOG has a 2030 transportation plan which was adopted in 2005.

Terre Haute Urbanized Area

The West Central Indiana Economic Development District (WCIEDD) is the Metropolitan Planning Organization for the metropolitan planning area covering Vigo County. The WCIEDD is also responsible for economic development and senior citizen programs in Clay, Parke, Putnam, Sullivan, Vermillion and Vigo Counties. The WCIEDD conducts a wide range of transportation planning studies for the urbanized area and Vigo County including a long range transportation plan, corridor studies, traffic studies, transit planning, transportation systems management development, and the Transportation Improvement Program. WCIEDD formally adopted its 2030 transportation plan in 2005.

Overview of Consultation Process in Non-Metropolitan Areas

INDOT conducts a consultation process with local officials in non-metropolitan areas through the primary methods of the Annual Program Development Process (APDP) and a state consultation tour process involving meetings at its six district offices. In addition, INDOT has conducted other processes including statewide forums on statewide planning issues held periodically, focus groups on rural transportation issues, and a cooperative transportation planning program with selected multi-county and regional planning commissions. The INDOT process prepares a 23-year Long Range Transportation Plan, a multi-year (6 to 10 year) “production schedule” list of projects and a 4-year Indiana Statewide Transportation Improvement Program (INSTIP).

The annual state APDP is a series of cooperative program development activities including program review, a “call for projects” and statewide revisions resulting in the updated annual production schedule and INSTIP. In each of the six INDOT district offices, an “early consultation process” is conducted for rural area local elected officials, local government agency representatives, special interest groups, and other key transportation stakeholders. All are notified by mail that a call for new projects is in process. Participants are instructed to contact the INDOT District Offices. INDOT Districts each approach the early consultation process differently. Some Districts conduct meetings, other Districts conduct on-site visits to communities, and others rely upon mail or telephone-based contacts. Projects drawn from the INDOT Long Range Transportation Plan provide input into the review of capacity expansion projects recommended for advancement into the production schedule. The INDOT districts coordinate the project identification process and submit a list of recommended projects to the INDOT Division of Program Development. A statewide priority analysis is conducted in conjunction with fiscal analysis resulting in a draft program then receiving executive level review and approval. The recommended program is then provided to the district with a request for comments. Based upon the recommended program and the review process, the draft production schedule and INSTIP are prepared.

Annually, each of INDOT’s six districts conducts public meetings to discuss the planning, selection and programming of current and future transportation projects. These meetings are not limited to highway projects, but include air, rail, enhancements, and transit. These meetings use an open-house format. A key part of the meetings is to present the draft INSTIP, which lists all federal-aid highway and transit projects. Participants can discuss projects in the INSTIP or local problems that still need to be addressed with new projects. At the

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meetings, INDOT makes copies of the draft INSTIP for each district available for review. Those not attending the meeting also can request copies.

Small Urban and Rural Planning Program

In 2001, the Indiana Department of Transportation initiated the Small Urban and Rural Transportation Planning Program to serve the transportation planning needs of small urban and rural areas of the state. The program provided transportation planning funds in the form of a matching grant to regional planning organizations (RPOs) and MPOs that also represent small urban and rural areas of the state. Nine agencies, five RPOs and four MPOs, were awarded grants under this program in 2001. By 2004, the program had grown to eleven agencies, seven RPOs and four MPOs.

In 2005, the program was re-engineered to improve accountability and effectiveness. Each agency would have a uniform basic work program. This program would consist of collecting HPMS sample data including traffic counts, implementing a regional traffic counting program on non-state jurisdictional roadways, creating a railroad crossing inventory, and providing planning support to INDOT Central and District Offices. Agencies would also be able to perform other eligible planning activities in order to provide planning support to local communities.

Kankakee-Iroquois Regional Planning Commission

The Kankakee-Iroquois Regional Planning Commission serves Benton, Jasper, Newton, Pulaski, Starke and White Counties.

Michiana Area Council of Governments

The Michiana Area Council of Governments (MACOG) is an MPO that serves Elkhart, Marshall, Kosciusko and St. Joseph Counties. In addition to the basic work program, MACOG will develop a travel-demand model for Kosciusko County, assist local officials in coordinating with INDOT, and update the state functional classification system in Marshall and Kosciusko Counties.

Northeastern Indiana Regional Coordinating Council

The Northeastern Indiana Regional Coordinating Council (NIRCC) is an MPO that also serves Adams, Allen, DeKalb and Wells Counties. In addition to the basic work program, NIRCC will update the DeKalb County Transportation Plan and maintain the regional bicycle and pedestrian plan.

Southeastern Indiana Regional Planning Commission

The Southeastern Indiana Regional Planning Commission (SIRPC) serves Dearborn, Decatur, Franklin, Jefferson, Jennings, Ohio, Ripley and Switzerland Counties.

Southern Indiana Development Commission

The Southern Indiana Development Commission (SIDC) serves Daviess, Greene, Knox, Lawrence and Martin Counties. Additionally, SIDC will also provide traffic counting support to local communities upon request.

River Hills Economic Development District and Regional Planning Commission

The River Hills Economic Development District and Regional Planning Commission serves Harrison, Scott and Washington Counties. Clark and Floyd Counties are in the district but they are served by the Louisville, Kentucky MPO. Additionally, River Hills will also provide traffic counting support to local communities upon request.

Indiana 15 Regional Planning Commission

The Indiana 15 Regional Planning Commission serves Crawford, Dubois, Orange, Perry, Pike and Spencer Counties. In addition to the basic work program, Indiana 15 will develop a county-wide road map for Perry County.

Evansville Metropolitan Planning Organization

The Evansville Metropolitan Planning Organization (EMPO) is the MPO for the Evansville Urbanized Area. It also provides services to Gibson, Posey, Vanderburgh and Warrick Counties. Additionally, EMPO will provide planning support to local officials upon request.

Region 3A Development District and Regional Planning Commission

The Region 3A Development District and Regional Planning Commission represents Huntington, LaGrange, Noble, Steuben and Whitley Counties. In addition to the basic work program, Region 3A will conduct bike/pedestrian planning, perform a regional transportation needs assessment, and conduct corridor studies on SR-8, SR-14, and US-33.

Eastern Indiana Development Commission

The Eastern Indiana Development District (EIDD) serves Fayette, Franklin, Rush, Union and Wayne Counties.

West Central Indiana Economic Development District

The West Central Indiana Economic Development District (WCIEDD) in addition to being the MPO for Terre Haute also serves Clay, Parke, Putnam, Sullivan, Vermillion, and Vigo Counties.

Madison County Council of Governments

The Madison County Council of Governments (MCCOG) is the MPO which serves the Anderson Metropolitan Area including the cities of Alexandria and Elwood and the town of Pendleton.

Planning Unit Geographic Boundaries

Figure 2-2 displays the regional boundaries for Indiana's MPOs and active Regional Planning Organizations are shown in **Figure 2-3**. At present, six regions in the State have inactive Regional Planning Commissions. The three Indiana counties surrounding the Evansville Metropolitan Planning Organization's (EMPO's) urbanized area, while a part of an active Regional Planning Commission, currently receive some rural transportation planning services from EUTS under the Small Urban and Rural Planning Program.

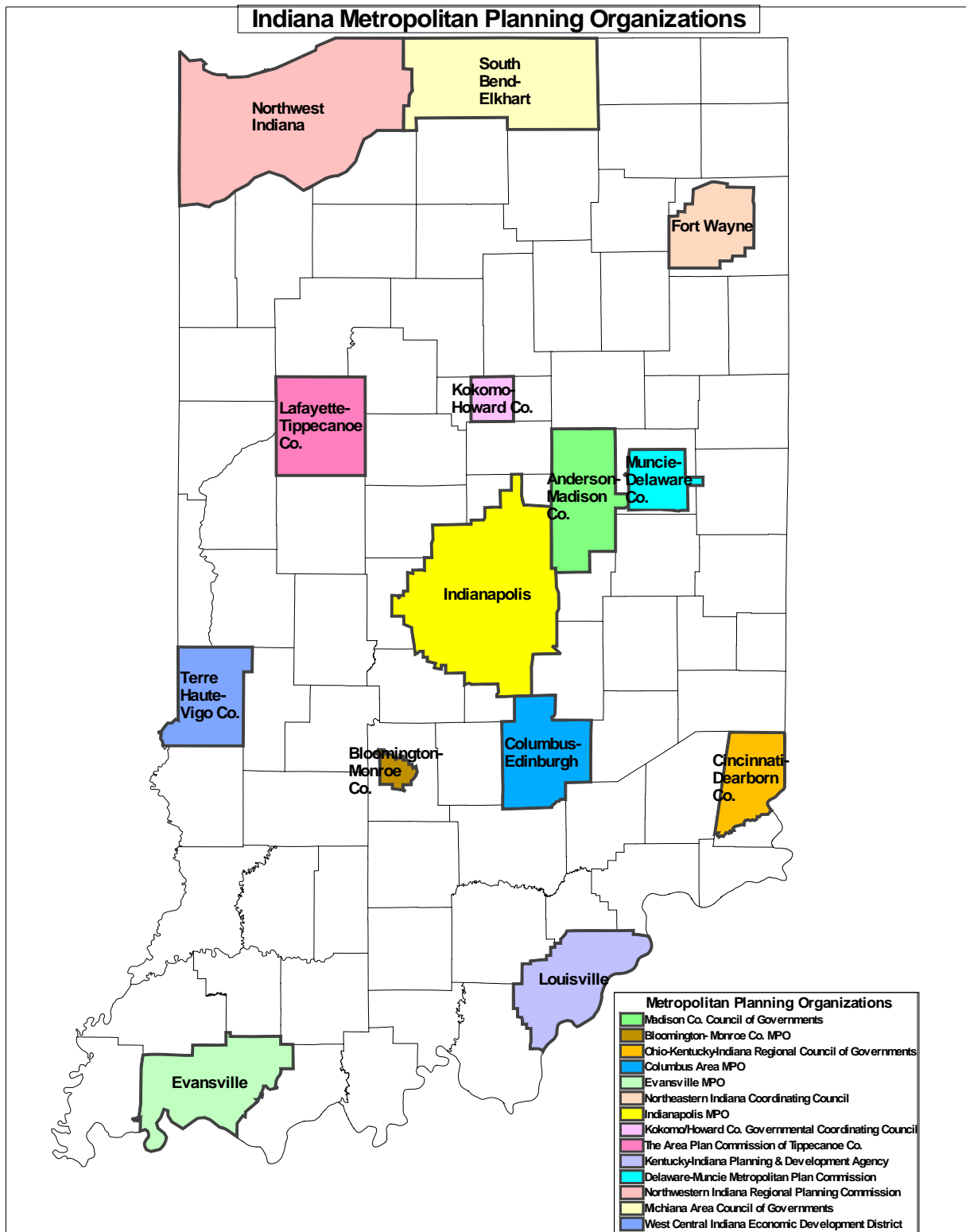


Figure 2-2: Metropolitan Planning Organizations

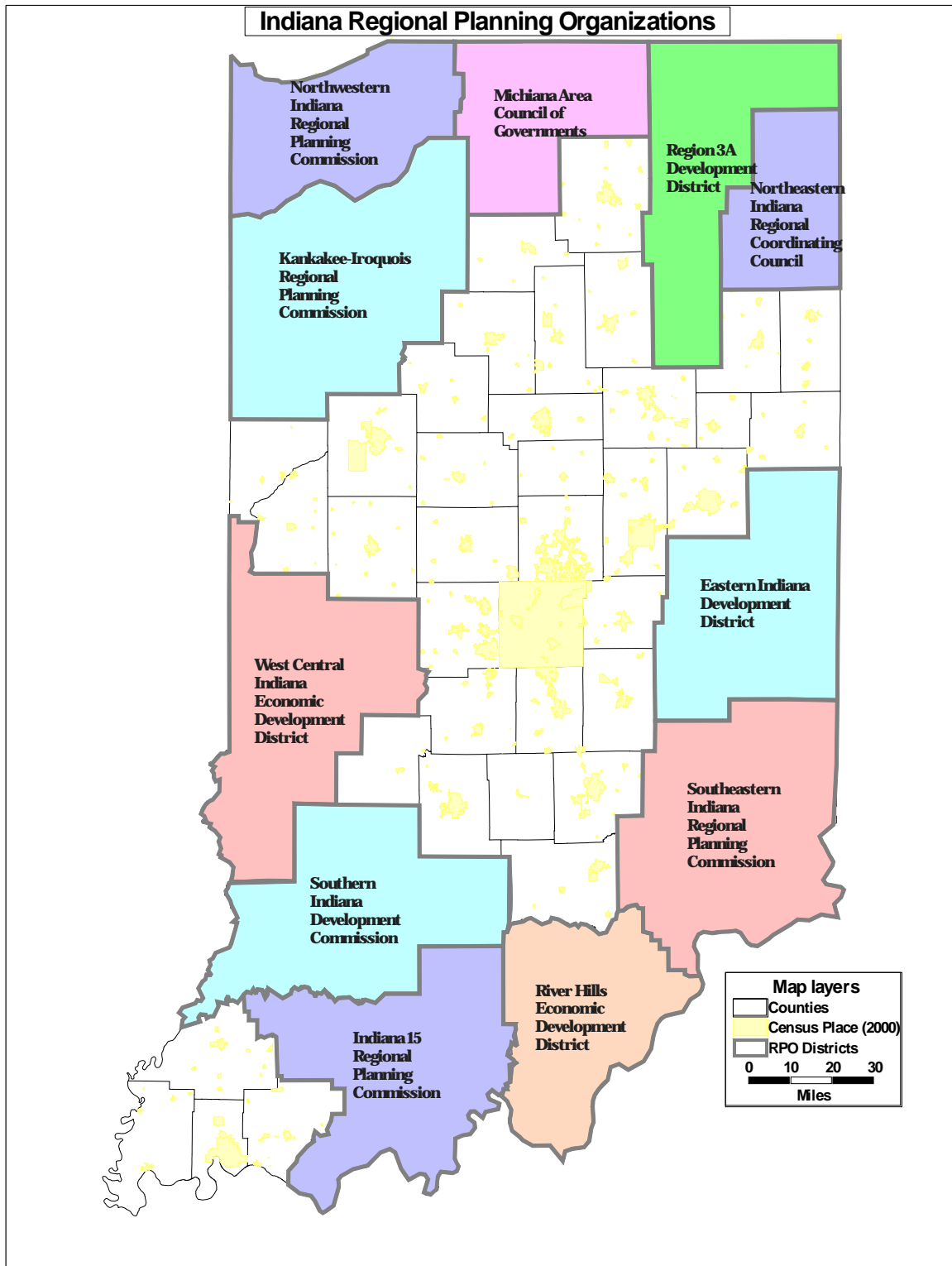


Figure 2-3: Regional Planning Organizations

Summary

The production of a statewide long range plan involves much data, expertise, and input from a wide range of people within the Department of Transportation and the Federal Highway Administration. In addition, the PDP provides a set of procedures for project development in the INDOT state highway jurisdictional system, MPO's provide local input for planning in urban areas, and district field offices play a critical role in identifying transportation needs within their areas. Moreover, several technical planning tools are vital to the development of the Long Range Plan. The Indiana Department of Transportation's Long Range Transportation Planning Section coordinates this effort which is a continuous, cooperative, and comprehensive activity.